AMONG THE RELICS

The Survivors of the Great Wreck in Boston and New York.

SCENES AT FANEUIL HALL.

Departure of Two Hundred and Seventy of the Waifs from Boston.

THE TRIP DOWN "THE SOUND."

How They Fared at the Hands of a Sympathizing Public.

THE CHILD OF THE WRECK.

Little Johnny Hanley and His Marvellous Escape from Death.

"I NEVER SAW THEM AGAIN"

Interesting Facts from the Lips of Survivors.

THEIR ARRIVAL IN NEW YORK.

The Greetings of Friends Whom Death Had Threatened to Sever-Scenes at Castle Garden-Names of the Newly Arrived Men.

ON BOARD STEAMER NEWPORT, Sunday, April 6, 1873. }
This steamer left Fall River last night at a melanchely living burdens ever borne by any vessel, having on board about two hundred and venty of the survivors of the wreck of the ill-fated steamer Atlantic. These men have come chiefly by the steamer Falmouth from Halifax to Portland, thence by rail to Boston, and from that city to Fall River by the Old Colony and Newport Railroad. They reached Boston early yesterday morning, and as they stepped from the train were met by Mr. Murdoch, of the White Star line, and Officer erry, from the company's dock at Jersey City, who had come on from New York to take charge There was also quite a strong squad of ton police to escort them. With the exception of two or three whose limbs had been frost-bitter they all marched under the police escort to Fan people, whose curiosity to see them was so great that it was with difficulty the police could keep them PHALANX OF UNFORTUNATES.

At Faneuil Hall the Mayor and other prominent citizens were present as a committee to attend to the necessities of the shipwrecked men. Several large tables had been spread for breakfast, and in a short time the men were satisfying their hunger at the hospitaple hands of the people of city. A police gnard was maintained at the door to prevent intrusion of the crowd outside and to prevent the unfortunate men themselves from getting out. This latter recaution was providential, as each man of the oatch, had he got outside, might have found twenty philanthropists who would have "taken him in tow" and doubtless have treated him generously; but it was feared that they might become too greater number of the men than those who were crippled might have to be carried to the railway tion. The men passed their time in the hall in eating, drinking (coffee, &c.), talking, letterich gentlemen as were permitted to enter. It was noticeable too that almost whenever any citizen was engaged in conversation with their guests. he usually went down in his pants pocket for his wallet before leaving them, and the result was quite nominations and issues of legal tender.

The very much sought individual was little

THE ONLY CHILD SAVED from the wreck. Everybody wanted to see him, and at times there was much confusion around him in consequence of this desire. At last some practical ndividual procured a table and seated Johnny at It and laid a sheet of paper and pencil on the table. The hint was taken and Johnny now has that paper with him with the autographs of some of Boston's generous people on one margin and some of their figuring on the other. A gentleman connected with the Boston Traveller

took Johnny around to the office of that journal was followed by a crowd, and when he entered the office they clambered about the doors and windows to see him. A large number of gentlemen also called in to see and talk to him, and all seemed to look upon him as the result of a miracle. "Poor little fellew," remarked a gentleman who

had just finished asking him some questions. Turning to a bystauder the gentleman said, "Has he got any money ?"

"Not a cent," was the reply. 'Not a cent! Yes he has, too, for I'll give him one," and the gentleman "drew his leather" and "a subscription for Johany" netted about thirty dollars before it closed. He was afterwards taken to the Exchange and the brokers quizzed and petted him awhile, and while Johnny was eating a dozen peanuts they put something near a couple of hundred dollars to his bank account. As the men

MARCHED FROM THE HALL to the Old Colony depot they were rellowed by an immense crowd, and the carriage in which Jehnny rode, accompanied by Mr. Murdoch, Omcer Perry and Steward Roberts, of the

Officer Perry and Steward Roberts, of the Atlantic, was surrounded by ladies both before leaving the hall and upon its arrival at the depot. (Petry thinks it was because he was in that carriage, but it's not so.) As the train leit the depot the crowd gave a parting cheer, and upon its arrival at Fall River quite a targe gathering of people was at the steamboat dock to see them.

They were soon marched on board the Newport, and half an hour afterward one side of the grand dining saloon was filled by them as they sat down to enjoy a first class meal. They were brought to the clining room in squads of about sixty, as at was impossible to accommodate them all at one time without displacing the regular passengers. Supper ended, the poor fellows tramped about between decks, smoked, and were interviewed by the passengers and peoped at by the ladies from the railing of the staircase of the grand saloon. An hour later and they had gone below, and, while some of them curied up for a good sleep in the clean, nice berths, the majority of them pulled their palliases out on the carpeted floor and chose to sleep there. At ten ecleck, when nearly all had gone to bed, it was

A CERGORS SEENE

to stand on the stairs and look down at the irregular array of sleepers. Their positions, with limbs drawn up or half extended and arms thrown over

lar array of sleepers. Their positions, with limbs drawn up or half extended and arms thrown over their heads and in every conceivable shape, was altogether too suggestive of scenes that marked not many nights before the fatal shore they had so lately left.

Almost all of these men are young, and but one or two of them are married—or, rather, widowers—for almost all the married men were drowned, as they slept with their wives. These, too, are clad in almost every variety of cestume, new and old, and not one in ten of them, it may be noticed, has even sufficient spare wardrobe to make a hand-kerchief hundle.

This merning, apon their arrival at New York, they will be taken to Castle Garden and registered and will be provided with accommodations until they are ready to proceed to their respective destinations.

destinations.
I conversed with quite a number of them last night, but they all tell substantially the same narrative. There is one, however, whose whole sur-

from him the details of

HIS RECOLLECTIONS OF THE SHIPWRECK.

Jay Gould, the railway magnate, and quite a
number of other gentlemen, crowded about the
table and listened to such portions of the child's
narrative as they could hear, but he was so intently engaged playing with his fingers and
scratching the marble of the table top that they
had difficulty in hearing more than occasional repiles to my questions.

had difficulty in hearing more than secondar replies to my questions.

I asked, "Did you sleep with your father and and mother on the night of the wreck, Johnny ?"
"Oh, no, sir," he answered. "The married people slept in one part of the ship and the single people in another, and so I wouldn't be allowed to sleep with them. I slept with my brother."

"What was the first thing you knew of the wreck of the snip."

sleep with them. I slept with my brother."

"What was the first thing you knew of the wreck of the sinp?"

"I heard the ship hit again' the rock; it seemed like a big noise and woke me up. My brother got out of bed before me, and then I got up and went up to the second stage, and while I was standing there two men litted me up and put me in the highest bed there was in it."

"Were you able to dress in the dark?"

"Oh, you know, there was lamps burnin' and I had most of my clothes on—I only had to put on my jacket and waistcoat and shoes."

"What did you do next? Tell me all you remember now of what you did?"

JOHNNY WRIGGIED A LITTIE

and looked around as though he wanted to get away from the New York reporter and run about in the handsomely furnished and decorated saloon. "Go on, Johnny, and tell me," I said, "how long were you in that berth?"

"I think I was there about two hours or more, and then I remember the men were shoutin' to the men outside the ship to break the window in. There was a man outside as took a hammer or somethin' and knocked in the glass, and I saw six or seven men pass up through the window from the bed where I was."

"Why didn't you go out of the porthole or 'window,' as you call it!"

bed where I was."

"Why didn't you go out of the porthole or 'window,' as you call it?"

"I couldn't reach it. These men went up through it and didn't say anything to me."

"Was the ship turned over on her side then?"

"Yes, she was layin' over, and I crawled over the berth and on to the up side of it when she turned."

"Then this Was! "The

"Then this 'dead light'—this window—was in the "Yes, sir. I couldn't reach up to it, but some

men lifted me up to it, and then some more men that was outside took hold of my arm and pulled How long do you think you were outside on

me up."

"How long do you think you were outside on the ship's side?"

"I think about two hours."

"Were there any people out there with you?"

"Oh yes, there was plenty of other men there, and I was among them."

"Did the sea wet you out there?"

"Yes. It beat over about every ten minutes—it was like rain failing; It was the highest part of the ship there, up for a'd."

"What did you see next?"

"I see'd a little boat come to us, but it wasn't strong enough and they couldn't reach us."

"Did you see any women there on that part of the ship?"

"No, there was no women there, not as I see'd. I held on to some ropes, and had to hold on nearly all the time."

"When the boats came at last did you ask them to take you in?"

"Yes. I had to go down the ship's side and some men took me he hoat as if

"Yes. I had to go down the ship's side and SOME MEN TOOK ME by the arm. I asked the men in the boat as if they'd pull me in, and a man stood up in the boat and reached up, and when I came near enough he took my leg or arm and pulled me in the boat. There was a good many people in the boat; they was sittin' all round the sides of the boat." "Did any of the men try to keep you from getting wet or hold you between their knees or anything?"
"No; I don't think so. They had to hold on, and they was all wet enough themselves."
"When did you see your father and mother last?"

"When did you see your father and mother last?"
"I see'd 'em that night when I went to bed."
"And never saw them after that?"
"No, sir."
"Did your brother speak to you when he got out of bed?"

"Yes, he said as I had better get up, and then he went out and I haven't seen him since he went away."
"Did you see anybody you know that night?"
"Yes, I see'd the man as slept in the next be

"Did you see anybody you know that night?"
"Yes, I see'd the man as siept in the next berth
to me; that was outside the ship, and
I was CRYING WITH THE COLD,
and he took hold of me and told me not to be crying; but I wasn't crying for the first hour or so,"
"Did you know what was the matter?"
"I knew we had hit on a rock or something, because somebody said so, and I heard the neise."
"Were there many little boys like yourself on the
ship."

ship'"
"Yes, there was a good many there, but they
were very near all Germans. I don't remember
seein' any of 'em that night." "Did you see any people drowned off the ship?"
"I didn't see anybody drownin' at all—only two

"I didn't see anybody drowning at any only men."
"Did you see them sink in the water?"
"Yes, sir."
"Did you see the line that was stretched from the ship to the rock?"
"Yes, sir. I see'd people goin' along the line holdin' by their hands and with their feet hangin' down and their bodies in the water. It was there I see'd the two men let go, and they were drowned."

"Did you see any of the dead people after you got "Did you see any or the deat poly."
on shore"
"Yes; I see'd a lot of bodies—they said there was thirty of 'em—besides a boat load as come in, as was picked up in the water about the ship."
"Did you have a cap on that night, Johnny?"
"No. sir; I was barcheaded and wet all the time."

time."
"Do you know how it was you didn't see your father and mother?"
"Yes; they were in the stern of the ship and I was for ard, and the stern sunk deeper and filled up with water, and I think that was why I didn't see 'am."

up with water, and I think that was we see 'em."

It was now becoming quite late, and

as though the chair and said, "I'd like to go to bed," and he went.

As I went toward the door of his stateroom with him, I asked:—
"Johnny, did the people cry and shout much?"
"No." replied the boy: "not much."

bed," and he west.

As I went toward the door of his stateroom with him, I asked:

"Johnny, did the people cry and shout much?"

"No." replied the boy; "not much."

"Did you hear any of them saying prayers to God and asking Him: to save them?"

"Yes, I heard a good many prayin. I don't remember what they said, but I know they was prayin; but, "he added,", as if an after thought had suddenly struck him, "that was when they were inside. I didn't hear any prayin' on the ship's side."

And so the little wonder went off to bed.

I understans that the White Star Company has signified its desire to become the guardian of little Johnny and educare him, with a view to ultimately taking him into the company's service and trying to make a man of him. Meantime Johnny will live with his sisters and brother-in-law, Mr. Thomas Hanley, of Howard street, Newark.

Another Tale of the wenter, Newark.

I had a conversation also with the only cabin passenger comprised in this party of survivors—Henry Hirzel, a young man from Zurich, switzerland. He is a graduate of the Swiss Agricultural College, and had emigrated to America to engage in agricultural pursuits. He is decididly intelligent and possesses an excellent way, despite the difficulty he experiences in speaking English, of convering his ideas in a crisp and direct manner. Mr. Hirzel says the weather had been partially unpleasant or rough and changeable during the latter days of the voyage, and on Monday, March 31, about noon, the ship's course was laid for Halifax. About three or twenty minutes past three o'clock on the morning of April I was awakened from my sleep by three very sharp shocks, following in quick succession, with intervals, as near as I can judge, of perhaps two minutes. I didn't leave my berta when the drst blow was struck, as I nad no thought of such a thing as shipweck, and I stayed still until after the second. The drat shock was a sharp knock, that made a crashing noise, and shook the whole ship. The saip seemed to stick last for a moment, and then began

of up the rigging if they wanted to save their lives. I went up almost immediately, as the water was riging and there was a strong tide. At first there were a great many passengers up the rigging, but by ones and twos they came down and tried to reach the

didn't seem to be of any use. I saw three or four women at the head of the stairs leading to the saloon. They appeared to be greatly frightened, and soon after that I saw two of them who had come on the deck, washed away by a wave. The others didn't come out on deck. They were the only women I saw except one from the sterage, who came up into the rigging and was frozen to death, as you have read in the papers. I was taken off by some fishermen who had brought a few boats there about daylight. I cannot say anything about the Captain's conduct, because he was orward and I was astern. I saw no children come up to the deck that night, because the women and children were all down in the stern of the ship and that part sunk first. About ten minutes after the ship struck she began to roil over on her side, and kept turning that way until the deck was straight up and the ends of the yardarms were down in the water. Of course we could not remain on a deck in that position and we clambered out to the side of the ship that was lying uppermost. The waves dashed over the ship irom both sides and the passengers were wet both backwards and forwards, and

the passengers were wet both backwards and forwards, and
MANY OF THEM WERE WASHED AWAY.

I think the passengers acted very coolly, and I should have expected that there would have been much more noise from screaming, crying and praying than there was. In the beginning I heard a few praying, but not very many, I was taken off in the last boat that left the wreck, the first officer being left behind in the rizging. The life preservers were very poor, because I saw a great many people in the water with them on, who struggled on their faces and on their backs and sometimes their heads went under. I saw one man who tried to go to the shore on a floating fragment of the wheel-house. He got from it on to the rock, but was washed off and lost afterwards. It was generally understood when I left the wreck that the bollers had exploided when the water rushed in on them, the force of the explosion being downwards and sidewise. I know of no other facts that I can give you except such as have been already published. I am going to Bernardsville, N. J., where I have some acquaintances residing.

WHAT THE DEAD OFFICER SAID.

Hearing that one of the survivors present had heard a "short and sharp" dialogue on the night of the disaster concerning the course of the vessel, inquired for him, and found a man of perhaps thirty years of age, named John Holland, a native of Standish, Lancashire, but for the past seventeen years a resident of Befast, I asked him in relation to it and he made a statement as follows:—
"Well, sir, I was on deck about an hour and twenty minutes before the ship struck and overheard the quartermaster tell the second officer that he was 'too near the land,' and the reply was that he (the quartermaster was 'neither a captain nor a mate, and that he 'knew too much.' I heard this myself, and I thought the second officer was under the indinence of liquor. This quartermaster Thomas was the man that got the first line from that fock by tying the line around his body and jumping late the ashore. I saw him take the line to the rock by tying the line around his body and jumping late the sea and swimming to the rock. The same man took the first line from that rock to the shore. I say this because other men have claimed the honor of the deed, and I think it should go where it belongs. I saw Thomas take those lines. With regard to the mutilation of bodies to obtain jewelry by the crew, I can only say that I did not see any of the crew do that, out I saw them offering to sell the rings on the steamer belta coming up to Halliax. Brady, the third mate, who claims to have taken the line ashore, was, in fact, about the sixth man to get ashore.

Of all, I think, was done by William Hoy, who was on the rock all the time helping out the passengers who came over on the line. They could not get out of the water, and he stood there and line hands were so numbed with the cold that he couldn't grasp them as a state of the captain made the mistake of hurrying them to fast of the surface hand the land to the couldn't grasp them as a state of the same of the first officer, Firth. When he was on the rigging with Mrs. Bateman, the land with the thorough study of the perfumery trade. Upon his return he is to take charge of that branch of the trade of his house. He is unmarried, and has parents and brothers residing in Brooklyn.

THE ARRIVAL IN NEW YORK.

Landing at Castle Garden-A Sad Sight-Stories of Survivors-Starting for New Homes-Provisions for Their Comfort.

The little steamer William Fletcher left Castle Garden yesterday morning upon the arrival of the migrants at pier No. 23 North River and steamed up to the foot of Murray street. There were on board a number of representatives of the Emigration Commission, of the White Star line and of the newspaper press. The careworn and desolate looking men, to the number of 263, who survived the herrors of that terrible night, were quickly transferred to the Fletcher. They were not delayed ware, the essential accompaniments of a voyage in the steerage, had been all left behind them. The of poor unfortunates who had passed the best years of their lives in the galleys. Their faces, without exception, wore the haggard look which betokens intense inward struggles with man's better feel ings. One by one these careworn looking menome having their entire earthly effects enclosed in a large red handkerchief-crossed the gang-plank. Not a few were foot-sore and required the assistance of friends. The long hours of that awful night on the rocks, without any shelter from the biting winds, had resulted in frozen teet and crippled

THE NO GROANS OR COMPLAINTS WERE CITEPED. The men appeared to fully realize their situation, and to know that nothing but feelings of the most sincere kindness inhabited the breasts of all who witnessed the sad scene. Here were men who had left dead children, brothers, sisters and wives buried on the shore near Prospect. Only a few short weeks ago they had been in the enjoyment of humble, though happy homes, in the countries beyond the sea, but now they were left nothing but their own wretched lives. Friends and rewhich had buoyed their hopes for so many days had fied, and the prospects of a prosperous career

were as naught compared to their wretchedness.

When they had all been transferred to the Fletcher the little steamer returned to Castle Garden. She came alongside the wharf at twenty minutes past seven A. M., but the earliness of the hour did not prevent its being thronged with anxious people. The morning had opened cloudy and threatening. A cool raw air was blowing up from the bay. Taken all in all, it was a gleomy morning and tended to render the sad scene of that lan ding more impressive than it would otherwise have been. The old trees on the Battery wore the look of mourning as their leadess branches swayed in the fresh morning air. It almost seemed as it there-was something sad in the sky, and as if Nature herself sat gloomity by the side of dead and buried hopes and leves. From early on Saturday evening the friends of coming emigrap/is had maintained their places on the whati overlooking the sea wall. The night air may have stiffened their limbs, but it did not shill their hearts nor cool their friendil sympathy. When the steamer touched the whari those waiting watched intently for the faces of expected relatives or friends.

THE BRUISED AND FOOTSORE

were assisted ashore in the kindlest manner. The usual scenes of impertinent policemen and heartless deck hands pushing and urging the poor strangers up the gang-plank were not seen yesterday. The absence of such treatment could not but be noticed, so unusual was it. Slowly the long row of men entered the walls of the old building and took their places for enrolment. The boy, John Hanley, who escaped from the vessel through a port-lose on morning and tended to render the sad scene of

their places for envolment. The boy, John Hanley, who escaped from the vessel through a port-hole on the upper side, was the object of universal atten-

Patrick Leany, Cornelius Scanian, John Patrick Salatery, John Wrean, Michael Sullivan, Thomas Parrelly, Thomas Manning, William Shaw, John Taylor, Michael Collins, Thomas Cunningham, William Leper, Edward Tigh, James Rennick, William Danborough, George Coates, Henry Smith, John Banley, Charles Plannelly, Richard Nesbitt, Peter McAdiam, William Porter, Amos Wadley, Owen Donnelly, John Stanland, Peter Rogers, Henry Parsons, John Patterson, Patrick Dunn, James Henry, Thomas Treveron, Alexander Campbell, John Dononue, John Holland, Stuart Thompson, William Hoey, George Tracy, James McKay, Richard Reynold, Edmund Dogherty, William Barrow, Benis McConville, Thomas Chapmann, Patrick Grace, Peter Lussey, Patrick Beglin, Michael Sulvivan, John Lyons, Cornelius Discoll, Michael Sulvivan, John Murphy, Patrick McGrath, John Chapman, Thomas Jarvis, John Lucas, William Kelly, Patrick Harmon, James Doran, Joan Deyle, John Dalton, Thomas Murphy James Byrne, Renry Sharmon, William Cunningham, James Ryan, Robert Wood, James McAllister, William W. Hayman, William Hayman, Robert Carter, Thomas Mayerart, Peter McCabe, James Foley, Jacob Schmidt, Frederick Wheaton, Patrick Sampson, Thomas Keys, James Doyle, Patrick Carroll, Patrick Moore, Denis Moore, Laughlin Stretch, Henry Jones, Peter Relly, Timothy Sullvan, Thomas Spiclair, John Peters, Patrics Relly, Richard George, Patrics O'Sullivan, Henry Goodal, Henry Dryer, Edward Filg, John Shith, Danlel Tolchard, James Baskwell, Thomas Pratt, George William Walte, James Jackson, George Russell, Patrick O'Connor, Edmund Gaynor, William Kelly, George William Hayman, William Hawke, William Howell, Richard Pritchard, William Rowlands, John Sinth, William Howel, Roman Morth, Henry Huxley, William Wood, William Hawke, William Rowlands, John Sinth, William Hower, John Sinth, Henry Huxley, William Worthington, John Frahmer, John Yakes, Ardevander Kaiser, Ludwig Meyer, Joseph Boblert, Frid, Bremer, Biasius Stirneman, John Darr, Alexander Kaiser, Ludwig Meyer, Joseph Boblert, Frid, Bremer, Biasius

and Gressen, was a passenger on coard the Atlantic. He took passage in the steerage with three others who were friends of his. There were also on board four young ladies and two little children, from the neighborhood of Eride. With one of these young ladies Christianson had been acquainted irom childhood, the others he became acquainted with on the voyage. From the day when he went on board at Liverpool to the end of the unfucky voyage he claims that the food was never of good quality, though plentind, and there was not a sufficient supply of water. Dr. Christianson was asleep when the vessel struck. The shock was tremendous, but did not throw him from his berth. He was partially dressed, and, thrusting his feetinto a pair of slippers, he hastily ascended to the upper deck. At the hatchway a ship's officer stopped him and ordered him below, saying

It's ALL RIGHT.

Boys, you have no right on deck at night." Christianson said he had a right to see what caused so great a shock to the ship, and the officer must let him pass or he would box his (the officer's) ears. After some altercation the officer allowed him to pass up. In the meandme his friends had followed, and one of them, intimidated by the officer's manner, was about to return when Christianson stopped him, and thus saved his life. On gaining the deck the hill danger was at once apparent. The sea was not heavy, and though the sky was a little overcast the rock upon which the ship had struck was plainly visible to seaward under the starboard bow, and astern the slore of Prospect Island loomed up indistinct in the gray of early dawn.

An hour after the people upon the island could be plainly seen. Christianson, thinking of a girlish playmate, ran below and to the stern of the vessel to save her, and just as he came near the mizzenmast

and he, finding he was too late, rushed back and to the upper deck. At this moment the Captain (Williams) shouted for men to clear one of the lifeboats. Christianson rushed forward and began to cut away the boat. It was found to be nailed fast, and the nails had to be drawn. When the ropes had all been cleared away, with the exception of three small ones in the hands of Christianson and one other passenger, the Captain and his officers suddenly left for another part of the ship.

had all been cleared away, with the exception of three small ones in the hands of Christianson and one other passenger, the Captain and his officers suddenly left for another part of the ship, and the hieboat, giving a great lurch, threw Christianson's companion into the sea. The boat in its return lurch left upon the Doctor's right hand, crushing it. With his left hand, however, he caught a man rope and passed himself along towards the bow as

THE SHIP GRADUALLY WENT DOWN
Stern first. The morning was very cold, and the sea was washing over them. Two passengers at his side became benumbed by the cold, and, letting go, sunk into the sea and were drowned. Some of the sailors, according to Christianson, thrust the passengers away from the ropes, in order to get their places and save themselves. About seven o'clock a few of the islanders were seen bringing a boat across the land frem the opposite shore. It was a small boat, however, and the sea had by that time grown so violent that it was of no use. Haif an hour later, two large life-saving boats were brought over, launched and came to the rescue. In the meantime the ropes which had been carried to the rock on the starboard side had been carried to the rock on the starboard side had been the means of

SAVING A HUNDRED OR MORE
of the passengers, but the rope swinging from the rock to the shore had been little used. The lifeboats in their first haif dozen crips took the people who remained upon the rock, then, beheving the ship would soon break to pieces, came alongside and began to take the others off. The third time the boat came along side, and just as they were rowing away. Christianson, who could no longer maintain his hold on the rope, fell into the sea. The boat put back and he was drawn up from the water. It was then ten o'clock. On arriving at the beach he was unable to walk, and two men took him in their arms and carried him to

A PISHERMAN'S COTTAGE.

It was crowded and there was no room for him.

took him in their arms and carried him to

A PISHERMAN'S COTTAGE.

It was crowded and there was no room for him. He was taken to another cottage, and from this he, with others, was driven by the sailors, who came ashore and took possession of it. Dr. Christianson says that he saw the sailors from the Atlantic recover the bodies washing ashore, and that, in the presence of himself and many other passengers, they robbed the bodies of the women of the rings apon their singers and wrenched the earrings from their eats. The Doctor speaks in the warmest manner of those who so kindly aided himself and fellow passengers in Halifax. Boston and New York. He has lost all his clothes and private papers, including letters of introduction from his German professors to adedical men in this country.

WILLIAM GLENFIELD,

He has lost all his clothes and private papers, including letters of introduction from his German processors to medical men in this country.

WILLIAM GLENFIELD,
aged twenty-six (married and wife lost), was one of the three married men saved out of the after-steerage. He comes from Plymouta, Devonshire, and was going to Chicago. Mr. Glenfield was in America before, and went back to England last Fall to marry the wife he has lost. He was caught between the lieboat and the davits when the boat was carried away with three of the crew and swamped. He then clung to the rigging, though his right hand was badly bruised. He remained in the mizzen rigging live hours, the sea washing over him at intervals. From the mizzen rigging he crept to the main rigging, and there clung for two hoars and a half longer, when he was taken by the last boat to the shore. Mr. Glenneld, who is an intelligent workman, lost wife, money, clothes and everything. He is entirely destitute. His wife's trunk, washed ashore, was rified by the sallors, from whom he succeeded in recovering a few yatucless things—a pair of slippers and other minor articles—as souvenirs of his brief honeymoon. He corroborates the story of Dr. Christianson, and says he was driven from the shelter he found on the Island by the plundering sallors, who claimed to have been "on wate". The people of Mclinax gave him clothes, be't he now lies in the hospital destitute of medicy.

The people of Mclinax gave him clothes, be't he now lies in the hospital destitute of medicy.

The people of welliax gave him clothes, be't he now lies in the single men's betth—clear forward. He le't the shock, and first supposed the ship had dropped anchor in Halliax and, the grating, crashing noise came from the chain cable running out. He arese and went on deck, where he was carried by a heavy sea against the buiwark and received a severe cut in the eye and a half. From here he crawled to the forward rigging and reached the boat. He slelt foot was in the fore steerage. He crept to the galley, whe

tractured on deck. He came off in the fifth boat at about half-past six o'clock.

Iractured on deck. He came off in the fifth boat at about half-past six o'clock.

The scene upon the arrival of friends inquiring for passengers sailed or supposed to have sailed upon the wrecked ship was painful beyond measure. The long hall of the Hart's Island Bureau was thronged with a great gathering. There were strong men weeping torrents of tears not womanly, and there were women whose eyes were red and swollen with a grief that had lasted longer than a day.

The little boy who escaped through the port hole, and to whom the ladies of Halliax presented a navy suit, was received with a perfect tempest of hysterical laughter, of sobs and tears. One after another episodes uitl of pain, but rarely reflecting any humor, occurred. Reporters, policemen and vagabonds all shed tears at the sad spectacie. It was hours before the crowd finally deserted the place, some going home brim full of happiness, and some with sad and broken hearts.

The following are the names of the survivors whose destination was New York and vicinity:—

PASENGERS TAXEN AWAY BY FRIENDS.

William Garvey, Thomas Booth, William Hayman, James Flanagan, John Doyle, James Henry, *John Myan, *Stity Maleney, *Thomas Maloney, *Pat.Shay, Thomas Maning, Daniel Shailey, Pat. Suilotf, Pat. Stattery, William Kelly, Owen Danby, John Smitch, John Caskero (sailor), whilm Glibert, Robert Wood, Pat. Lalley, John Wynn, James McCallister, William Charles Luccas, Jacob Funk (German), Moses Kalfon (French), *Matthew Morrissey, *William Malone, *James Flanagan, Alexander Parish, John Caskero (sailor), William Snaw, *John Taylor, John Mahoney, Peter Rodgers, *William Malone, *James Flanagan, Alexander Parish, John Ealley, *Cornelias Scanlon, *Lmil Elinger (German), *John Banton, *John Banto

At six o'clock the survivors of the wreck left New York for the West in Pullman palace cars, ten-dered them by the agent of the Eric Railway.

LATEST FROM THE WRECK.

HALIFAX, N. S., April 6, 1873. Fourteen bodies were recovered yes.erday, all of them by grappling. To-day, the weather being very favorable, divers worked for the purpose of finding oodies, and twenty-seven, all apparently steerage considerable sums of money. One whose name appeared, from papers found in his pocket, to be Crooke, had a bill of exchange for £200 and considerable money besides. The divers' crews number

The only bodies now remaining uncoffined on the shere are those found to-day, all the others having been buried or coffined ready for burial. Those recognized by prayer books, &c., as Roman Catholics were taken to Terrence Bay, a few miles distant, and buried in the Catholic Cemetery. The remainder have been buried in the Episcopal Cemetery at Prospect.

SOME DEAD FROM SUFFOCATION.

Some of the bodies brought up to-day showed that they died by suffocation and not by drowning. As the bodies are brought up by the divers they are placed in a boat under the charge of George Longard, a Justice of the Peace, and conveyed to the hillside on Ryan's Island, where Edmund Ryan. another magistrate, receives them and takes from them all money and valuables, noting them in book, with such marks of identification as can be

found on the persons. HALIFAX THIEVES AT WORK Four men, belonging to Hallfax, picked up a bale of silk, appropriated it and sold a part of it. The Customs authorities heard of it, recovered most of the silk and arrested one man. Had the men given up the silk to the agents they would have

been entitled to £200 salvage.

The Customs officers found some silks in crates of crockeryware, showing an intention to smuggle

them into New York.

HALIFAX, N. S., April 6, 1873. The bodies of Mrs. Lauriston Davidson and Miss Lilian Davidson have been recovered. On the body of Mrs. Davidson was found and put into the hands of Edmond Ryan, at Lower Prospect, the follow-ing:-£88 los. in gold, \$181 currency, and a letter of credit for £150 from the London and County Banking Company, signed by N. Howard, manager, and drawn on Falkner, Ball & Co., of San Fran cisco. Its number is 7.191. There was also a lette to her daughter, Miss Lilian, saying in case of any accident she must go direct to San Francisco and find a Mr. McDonald, at Miltons, near San Francisco, and he would send her to her uncle, J. H. Templeby, of Calaveras county, California. The hodies of both Mrs. and Miss Davidson are already podies of both ars. and also Davidson are already sealed in metallic coffins, and await the advice of friends as to what disposal shall be made of them. Mr. Sheridan, who has the divers in charge, promised me that to-day (the Sabbath) would be given to recovering bodies. One man has been detailed specially to search the cabin, and I have great hopes of recovering more of the cabin passengers.

FREEMAN D. MARCWALD.

AN UNFOUNDED REPORT.

HALIFAX, April 6, 1873. The report of a steamer being ashore at Spry Harbor is not likely to be correct. Communication with that place could not be obtained to-day. Vessels which passed there a day or two ago say there time ago, and men were breaking it up. Probably the schooner which made the report saw the wreck at a short distance and mistook it for a steamer.

A TERRIBLE CATASTROPHE.

House Blown Down During a Storm in Burlington, Iowa-Seven Persons Killed and Nineteen Others Injured.

BURLINGTON, Iowa, April 5, 1873.

The most terrible rain, hall and wind storm ever nown here came up at a minute's notice this afternoon, creating a fearful havon and causing loss of life. The storm struck the city on West Hill. of life. The storm struck the city on West Hill, tearing the roof from one of the school houses and descending thence through the business portion of the city. Buildings were unroofed and a great deal of damage done.

The most terrible part of the catastrophe was the destruction of Mr. T. U. Pond's butter and egg depot, on Jefferson street, and the death of seven persons. The house was olown down and twenty-five persons buried beneath the ruins. Mr. Pond and three others were taken out dead, and nincteen others were rescued more or less injured.

OBITUARY.

A. B. Moore, ex-Governor of Alabama, died at Marion, Ala., Saturday morning. He had suffered from illness during some short time past and expired at the hour of eleven o'clock in the forenoon. in the sixty-eighth year of his age. Mr. Moore was, at one period of his life, a very active pointician and quite an earnest party man. He was Governor of Alabama when the State seceded. He was deeply respected by a very wide circle of most attached friends.

FIRE ON ALLEGHANY RIVER. Pipe Works Consumed-Loss \$60,000.

PITTSBURG, Pa., April 5, 1873.

PHTSBURG, Pa., April 5, 1873.

The extensive casing and pipe works of Graff & Co., situated on Herr's Island, on Alleghaney River, caught fire about one o'clock this morning and are now burning fiercely. The works covered a space of three acres and were in full tide of operation, with considerable finished stock on hand. The origin of the fire cannot be at present ascertained, nor can the loss, which must exceed \$60.000. The entire works will be consumed.

LEGAL LOOPHOLES

A Colored Murderer in North Carolina After Being Sentenced to Death Succeeds in Having His Case Transferred to the Federal Courts-The Question Now in the United States Supreme Court.

There has just been published here the legal history of a murder case, which brings in conflict the

which, if the defendant is successful, the result will be to destroy the jurisdiction of State Courts

in future in any similar case in the South. In De-

RALBIGH, N. C., April 6, 1873.

cember, 1868, while an assault and battery case was tried by the Mayor of Charlotte, an altercation occurred between a man named H. Gieeson and a negro named Lee Dunlop. The circumstances are that, during the pending investigation Gleeson tain indecent language to be used in his Court, referring to abusive words made use of by Duniop to a man named Asher in the court room. The negro Dunlop then became involved in a quarrel with Gleeson, because of the latter's complaint, with the result that after Duniop had applied to Gleeson the most horrible epithet known to our tongue, he followed that up by drawing his pistor

and shooting Gleeson twice through the body, from the effects of which he soen atterwards steed. A despatch to the HeraLD gave the full details of the crime the day it was perpetrased, and it was characterized at the Hime as a cold blooded assassination in a Mayor's court roem. At the Spring term 1850 of the Meckienburg Superior Court, the Grand Jury found a true bill against Duniop for murder, but on the affidiated and the Characterized at the case was removed by Judge Logan to interior convertion of the defendant, the jury rending a verdict of guilty of morder, and Duniop was soon afterward sentenced to be executed. The counsel for the defendant appealed to the Supreme Court of the State for a new trial on the ground that Judge Logan, of the Superior Court, instructed the jury inadvertently, it is said, that on an indictment for murder they could not find the prisoner guilty of mansianghter. Silm as was the ground, the Supreme Court of the State for a new trial on the ostentible mistake of the presiding Judge, and thus a felor guilty of a most willui, malclous and horribe mirder, was allowed a new trial because of either the mocaspetency or the prejudice of the Superior Court Judge. Duniop then made affidavit was allowed a new trial because of either the mocaspetency or the prejudice of the Superior Court Judge. Duniop then made affidavit was following Court Judge. Duniop then made affidavit was a colored man and an active republican; that Geleson, the murdered man, was a democrat; that coiled man was made by the prisoner's counsel to transfer the case to the Circuit Court of the United States for the district of North Carolina. To obtain this transfer Duniop filed an affidavit in substance as follows:—That he (Duniop) was a colored man and an active republican; that gleeson, the murdered man, was a democrat; that coiled man was a second of the following the substance of the filed that the prisoner had a right to have his case moved to the Circuit Court of the United States, and ordered the removal of the ind

This case creates an unusual degree of interest in legal circles in this and other States.

YACHTING NOTES

The handsome sloop building for the Wastington Yacht Club, by Mr. Munn, of Brook-lyn, under the superintendence of Mr. John J. Treadwell, of the Brooklyn Club, is progress-ing finely, and will be delivered in salling order May 15. This yacht is 46 feet long and 15 feet 6 inches in breadth of beam. The officers of this organization, which contains many enthusiastic yachtsmen, are as follows:-President, William Slocum; Vice President, James Gray; Secretary, James A. Hance;

Treasurer, Edward Hager.
The finely modelled schooner yacht Fostene was launched from the yard of Mr. J. B. Herreshoff, Bristol, R. I., on the morning of the 31st uit., in the presence of a large number of spectators. Th Fostene is 80 teet in length, 20 feet in breadth

Postene is 80 feet in length, 20 feet in breadth of beam and 8 feet depth of hold. Her cabin will be finished and furnished in the most modern style of improvement. The owners of this yacht reside in England, but she has been built under the immediate supervision of George Peabody Russell, of Providence, R. I. The Fostene will be rigged and finished forthwith, and sail with all pessible despatch for the isle of Wight.

The yacht Sadie, built by Mr. Herreshoff in 1886 and witch was purchased by G. Russell Peabody, of Providence, R. L. last season, has recently changed owners and is now the property of Mr. Smith Ford, of Yonkers, from which place she will hereafter hall, being intended for a pleasure craft by the family of the owner. The Sadie is at present on the marine railway at Providence painting, and will sail for New York in a few days in charge of Captain Decker, ner present commander.

Mr. Bedell, of Resiyn, L. L. is building a sloop yacht 40 feet in length for Mr. Beardsley, of Hoboken.

The Harlem Yacht Club is sharing in the general

of Captain Decker, ner present commander.

Mr. Bedeil, of Rosiyn, L. L., is building a sloop yacht 40 feet in length for Mr. Beardsley, of Hoboken.

The Harlem Yacht Club is sharing in the general prosperity which appears to be se universally bestowed at this time upon all yachting organizations. With the change to their comparatively new and pleasant beadquarters and anchorage at Stony Point—the well constructed paths and walks, large trees, with handsome foliage, their beautiful and compact club house, surrounded by a spacious balcony, affording the members and their ladies a fine opportunity to witness races and enjoy the cool breezes, and the addition of several yachts to their fleet, together with an increase of membership—the season of 1873 promises to fully equal the hopes and anticipations of the most enthusiastic yachtsman in the organization. The following gentlemen are officers of the club for the ensuing year:—Commodore, Edgar Williams; Vice Commodore, W. H. Johnson; Recording Secretary, C. H. Rockwell; Treasurer, C. W. Ridley: Measurer, D. Ransom. The election of Commodore Williams has given unbounded satisfaction to the club, he being a thorough yachtsman, a zealous worker and possessing the faculty of infusing the spirit of this fascinating pastime into all who come in contact with him.

The first regatta of the coming season on the Delaware River will shortly be announced, preparations being already under way by the Philadelphia Yacht Club. The prizes furpished are to be seven in number, and to consist of silver ornaments. Boats entering will be arranged in four classes, the first class for twenty-five to thirty-five feet cabin boats. The two classes will include the fifteen feet yachts, and the fourth will be devoted to gunning and fishing skiffs. Captains of various boats contemplate helding a meeting for the purpose of making some alterations in the present laws regulating the regarta given by the club. The subjoined list of boats have already entered:—

Buntless, Captain Hendersen; Charles S